

Government of the District of Columbia  
Office of the Chief Financial Officer



Jeff DeWitt  
Chief Financial Officer

**MEMORANDUM**

**TO:** The Honorable Phil Mendelson  
Chairman, Council of the District of Columbia

**FROM:** Jeff DeWitt  
Chief Financial Officer

**DATE:** November 13, 2014

**SUBJECT:** Fiscal Impact Statement – Public Space Maintenance Contracting  
Authorization Amendment Act of 2014

**REFERENCE:** Bill 20-796, Draft Committee Print as Shared with the Office of Revenue  
Analysis on November 12, 2014

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*This revised fiscal impact statement reflects changes to the Committee Print made by the Council's Committee of the Whole. This replaces the Fiscal Impact Statement issued on September 9, 2014.*

**Conclusion**

Funds are sufficient in the FY 2015 through FY 2018 budget and financial plan to implement the bill.

**Background**

The bill authorizes the Mayor to enter into agreements with a Business Improvement District (BID) or DC Surface Transit, Inc.<sup>1</sup> for services such as maintaining public space within BID boundaries or transportation planning activities. These agreements can be in the form of a contract or reimbursement,<sup>2</sup> but shall not exceed \$250,000 per agreement in a fiscal year.<sup>3</sup> The bill exempts these agreements from the requirements of the Procurement Practices Reform Act 2010.<sup>4</sup>

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<sup>1</sup> <http://www.downtowndc.org/programs/transportation/transit>

<sup>2</sup> Grants are explicitly excluded in the bill as an acceptable form of agreement.

<sup>3</sup> The bill provides an allowance for multi-year contracts to exceed \$250,000 across the contract years. This amount may be adjusted annually for inflation by the CFO.

<sup>4</sup> Effective April 8, 2011 (D.C. Law 18-371; D.C. Official Code § 2-351.01 *et seq.*).

The Honorable Phil Mendelson

FIS: Bill 20-796, "Public Space Maintenance Contracting Authorization Amendment Act of 2014," Draft committee print shared with the Office of Revenue Analysis on November 12, 2014

### **Financial Plan Impact**

Funds are sufficient in the FY 2015 through FY 2018 budget and financial plan to implement the bill. The bill authorizes, but does not require, the Mayor to enter into agreements with a BID or DC Surface Transit, Inc. If the District Department of Transportation (DDOT) were to enter into these agreements, it may need to reallocate resources within its current budget plan, which could impact other DDOT programs or areas of need. DDOT would be required to stay within the \$250,000 cap per agreement per fiscal year.